



In April 1892, Isaac G. Blake, a mining magnate from Denver, built the Needles Reduction Company mill in the town of Needles (on the Atchison, Topeka & Santa Fe Railway) and then in December 1892 began building the Nevada Southern Railway northward 25 miles from the AT&SF (originally Southern Pacific Needles Branch (1883)) at Goffs (this location) to a location south of the silver mining center of Vanderbilt in the New York Mountains. In July 1893, the NS line was extended 5 miles nearer the mines to a location named Manvel. Manvel was renamed Barnwell and was the nearest railhead for the nearby mining camps of Vanderbilt, Goodsprings, and Searchlight, Nevada. In 1895, the railroad was reorganized as the California Eastern Railway. In early 1902, the CE completed a 15-mile extension over the New York Mountains, past Vanderbilt, into the Ivanpah Valley, to a railhead named Ivanpah, to serve as the shipping point for the Copper World Mine. Several months later, the AT&SF bought the CE. Around 1904, the Ivanpah extension was crossed by the San Pedro, Los Angeles & Salt Lake Railroad, and in 1907, the CE completed a branch from Barnwell to Searchlight. In November 1918, the Copper World Mine was shut down and in 1923 the CE tore up its tracks.

Southward view of the AT&SF, now BNSF, main line at Goffs, California. I could find no evidence of the in NS/CE junction with the AT&SF at Goffs, either on the ground or in satellite imagery. This gravel suggests a branch of a wye, but it's very iffy.





Northward view of Goffs, at the same location as the previous photo. The road running across the view is US Highway 66. The road that heads into the distance is Lanfair Road, build on or parallel to the NS/CE grade.